Cargo Handling by Major Ports

461. SHRI ANANTA SETHI: Will the Minister of SHIPPING be pleased to state:

(a) the cargo handled by different major ports during the last five years;

(b) the ports which have increased their handling of cargo in 1999-2000 and 2000-2001;

(c) the target and achievement in respect of cargo handling by Paradeep Port in last three years; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) The cargo handled by different major ports during the last five years is as under:—

(*In million tonnes*)

PORTS	1995-96	1996-97	1997-98	1998-99	1999-2000
Calcutta	6.12	6.02	7.95	9.16	10.31
Haldia	15.39	17.10	20.21	20.22	20.71
Paradip	11.26	11.58	13.30	13.11	13.64
Vizag	32.82	34.50	36.01	35.65	39.51
Chennai	30.72	31.85	35.53	35.20	37.44
Tuticorin	9.29	9.18	9.98	10.15	9.99
Cochin	11.50	11.74	12.32	12.67	12.80
New Mangalore	8.88	12.45	15.28	14.21	17.60
Mormugao	18.10	17.31	21.18	18.02	18.23
J.L. Nehru	6.87	8.07	8.90	11.72	14.98
Mumbai	34.05	33.73	32.10	30.97	30.41
Kandla	30.34	33.73	38.90	40.64	46.30
TOTAL:	215.34	227.26	251.66	251.72	271.92

(b) During the year 1999-2000 all Major Ports except Tuticorin & Mumbai Ports have shown increase in cargo handling. The Jawahrlal Nehru, Mormugao, Tuticorin, Chennai, Viskhapatnam, Paradip and Haldia ports have shown increase in cargo handling during the year 2000-2001 (upto January, 2001).

(c) and (d) The details of target and achievement in respect of cargo handling by Paradip Port during the last three years is as follows:—

(*In million tonnes*)

Year	Target	Achievement
1997-98	11.80	13.30
1998-99	13.35	13.11
1999-00	13.75	13.64
2000-01 (upto Jan., 2001)	15.17	16.79

Traffic Handling at Ports

462. SHRI R.P. GOENKA: Will the Minister of SHIPPING be pleased to state:

(a) whether Government's attention has been drawn to the newsitem captioned "when cargo pants" appeared in the Economic Times dated 19th January, 2001 pointing out that the Indian ports are inadequately equipped and lag for behind the generally accepted international standards in terms of traffic handled;

(b) if so, the reaction thereto; and

(c) the steps being taken to improve the facilities and the traffic handling operations at the Indian ports?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) to (c) Yes, Sir. The Ports differ in their characteristics owing to geographical and historical reasons. The Indian Major Ports in general have the facilities similar to ports in other parts of the world but the performance in respect of each of them does not compare favourably with that of the most efficient ports of the world on parameters such as throughout and productivity. The development and modernisation of major ports is an ongoing process. the development programmes being undertaken at present lay emphasis on enhancing standards of Major Ports and their productivity through construction and equipping new berths; acquisition of state-of-the-art. equipment to match with the emerging cargo mix, establishment of Electronic Data Interchange; setting up of Vessel Traffic Management System; labour training and welfare; corporatisation of Major Ports; increased role of Private Sector.